

**Consultation Response from KC,  
Highways Development Management**

**2025/93394 Rowley Mills, Penistone Road, Fenay Bridge, Huddersfield, HD8 0LE**

**Erection of 3 storey front extension and 2 storey rear extension of Rowley Mills with associated car park amendments, ancillary structures and landscaping; first floor roof extensions, car park amendments and landscaping at International House with new access infrastructure and pedestrian crossing facility**

**Date Responded:** 16<sup>th</sup> June 2026

**Responding Officer:** C Dows

**Responding Ref:** K11-11/2

**Recommendation:**

Subject to addressing minor access issues, as detailed in the main body of the report, undertaking a Stage 1 RSA and providing a Designer's Response, which satisfactorily addresses any issues raised, HDM have no objection to the proposals.

**Development Overview:**

The proposal seeks permission for the expansion of the existing Reliance Precision site, Rowley Mills, and the recently acquired International House located opposite the existing facility on the western side of Penistone Road (A629). The proposals comprise primarily of extensions to the buildings, amendments to the car park, landscaping and a new pedestrian crossing facility to assist pedestrian movement between the two sites.

**Reference to Plans/Documents:**

Proposed Site Plan (International House) – Drawing No. 2104 Rev. P02

Proposed Parking Layout – Drawing No. 2004 Rev. P02

Proposed Combined Site Plan – Drawing No. 2010, Rev. P02

Transport Statement – Report No. 23100, Issue No. 4

Road Safety Audit Brief Stage 1 – Document Ref. 23100, Date 19/11/2025

**Assessment:**

**Proposed Development:**

At the Rowley Mills site the proposals result in a net gain in internal gross floor area of 1263sqm. The International House site proposals replicate the previously approved development (2022/91909), which is to provide first floor extensions, maintaining the existing building footprint. Rowley Mills will continue to be used for manufacturing operations. International House will primarily be used for the expansion of office-based functions. Servicing and deliveries will continue as per the existing arrangements. There will be no requirement for vehicle movements between the two sites. In terms of staff, it is anticipated that staff numbers will increase from 220 to 290 employees over the next 10-year period.

**Vehicular Access:**

The section of Penistone Road (A629) fronting the site is a two-way single carriageway with hatched central reservation, demarcated with road markings and is subject to a 40mph speed limit. There are footways to both sides, with lighting appropriate to the speed and road classification.

Vehicular access to both sites is taken from Penistone Road via priority junctions, both of which incorporate right turn lanes to assist vehicles turning right into the site.

Access to the International House site remains largely unchanged and is considered appropriate and suitable to serve the level and type of development proposed.

Access to the Rowley Mills site is to be improved to better accommodate staff/visitor arrivals, HGV servicing, and pedestrian access facilities. The improvements involve the creation of two entry lanes to separate staff/visitor arrivals and HGV deliveries, with one exit lane. The southern kerb line of the access is amended to enable HGVs to exit the site unhindered whilst vehicles are waiting to turn right into the site. Other features include the introduction of entry and exit barriers and enhanced pedestrian footways into the site.

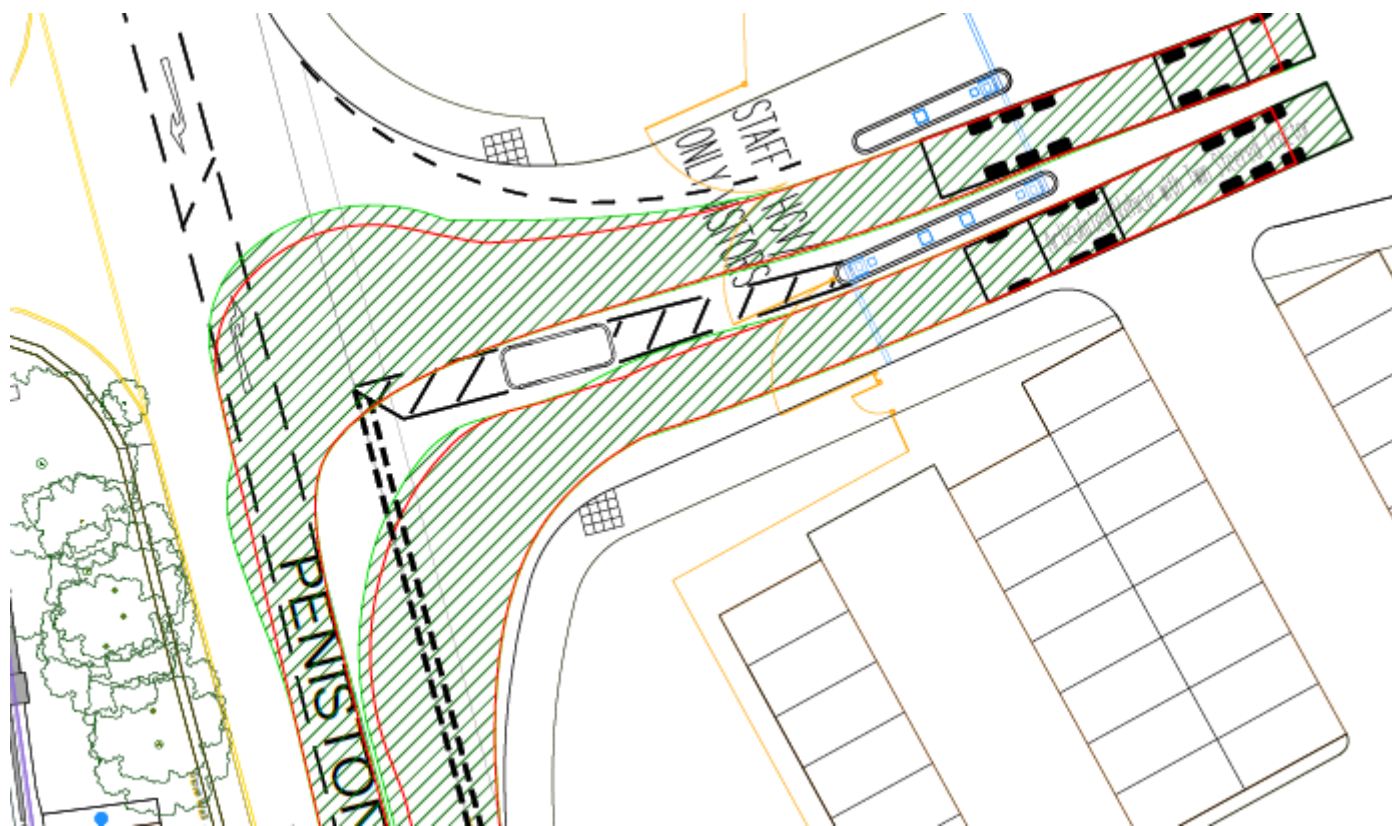
The proposals include the introduction of a pedestrian crossing island on Penistone Road (A629) to assist pedestrians crossing between the two sites and bus stops on Penistone Road. The works necessitate relocation of the southbound bus stop and reallocation of the carriageway to provide two 3m wide through lanes and 2.6m wide right turn lane.

Swept path analysis for the proposed access arrangements has been provided which demonstrates that all vehicles can enter and exit the site safely.

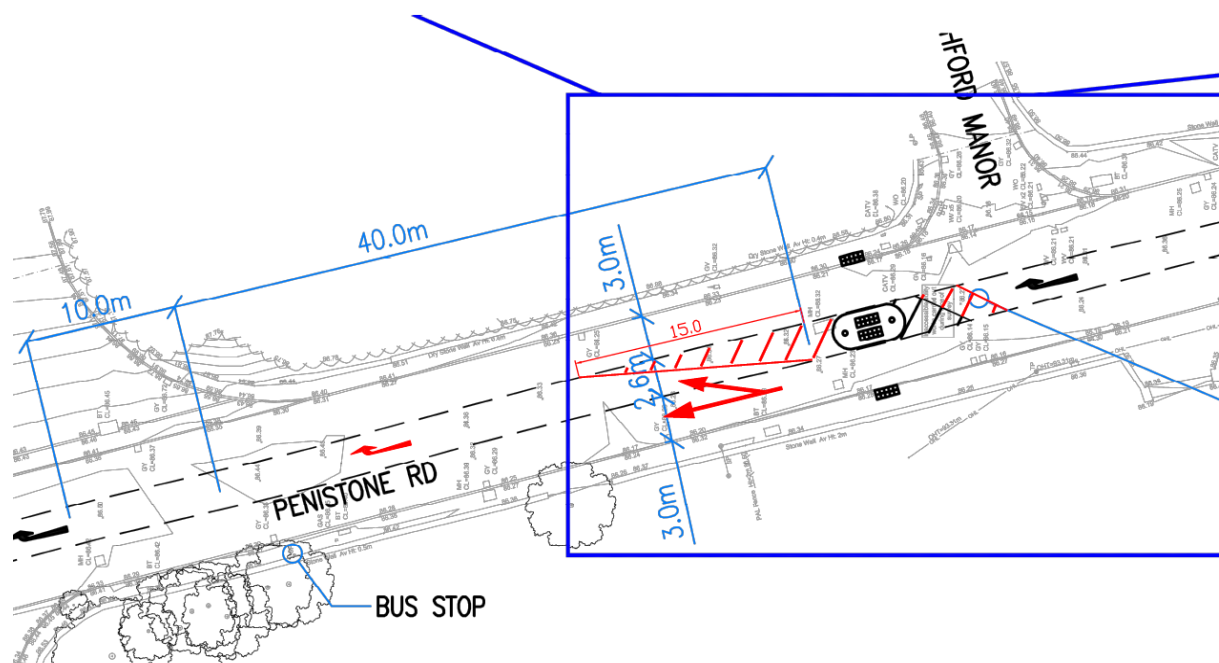
The proposed access arrangements are generally in line with pre-application discussions and subject to a few minor amendments, as set out below, are considered acceptable.

#### **Amendments:**

- Drawing No.2310010 Rev. P03 – Vehicle Swept Paths (extract below), the curved alignment of the lining demarcating the staff only and HGV lanes appears misleading guiding vehicles towards the HGV lane. Suggest the curved length of line markings are removed retaining a shorter straight section of demarcation with the introduction arrows directing vehicles to the appropriate lane.



- Drawing No. 2310005 Rev. G – Proposed Pedestrian Crossing Island, should be amended to incorporate the dimensions (blue) and markings (red) shown on the extract below, which was provided following pre-application discussions.
- The island should also be dimensioned. The island should be wide enough to safely shelter pedestrians, but not so wide that lane widths are overly physically restricted, and/or there is inadequate clearance between the edges of the island and the lane marking. Given the overall cross-sectional dimension of 8.6m it is considered an island width of 1.8m should be adequate.



Upon receipt of revised plans satisfactorily addressing these issues an independent Stage 1 RSA and Designer's Response will be required. The audit brief and audit team members must be agreed prior to undertaking the audit.

### Parking:

It is observed that current parking levels meet existing parking demand and that all vehicles can be accommodated on site. It is anticipated that expansion over the next 10 years is likely to result in an increase in employee numbers from the current 220 to 290 staff, an increase of 32% across both sites. It is estimated that the increase in staff at the Rowley Mill site will be around 18% (40 staff). Current staff travel surveys indicate that 81.3% of staff travel to work by private car. Assuming the staff travel mode share identified in the staff travel survey remains consistent it is considered that applying a proportionate increase in parking provision to account for the increase in staff would be appropriate. This approach is considered to be robust as the proposals include the implementation of a works travel Plan (to be conditioned) one of the objectives of which is to reduce staff travel to the site by private car. Based on a proportionate increase in parking commensurate with the increase in staff this equates to a parking demand at the Rowley Mills site or 138 spaces. The proposed layout provides a total of 160 spaces, which includes appropriate allowances for EV charging, visitors, pool car, and disabled spaces. The proposed level of parking is considered acceptable and will ensure that all parking can continue to be accommodated on site. The layout also includes motorcycle and cycle parking.

It is anticipated that staff levels at International House will gradually build up to around 30, the parking for which can be accommodated using the existing on-site parking provision.

**Cycling:**

Staff travel surveys show that 6% of staff currently cycle to work, with one employee using an e-bike. Using this data and applying a proportionate increase to account for the increase in staff this equates to a cycle parking demand of 10 spaces. The proposed layout provides 18 secure and covered cycle spaces across both sites. Based on current travel mode share this level of cycle parking provision is appropriate.

It is an objective of the Travel Plan is to increase the percentage of employees cycling to work, cycle parking demand will be monitored through the Travel Plan process and will be increased if there is a need for additional cycle parking. Other measures proposed to support this objective are the provision of electric bicycle charging points, showers, and lockers.

**Servicing:**

Servicing arrangements at the Rowley Mill site, where the manufacturing element of the business will take place, will remain largely unchanged, the layout providing adequate space to enable service vehicles to enter manoeuvre within the site and exit in a forward direction. It is anticipated that there will be no material increase in deliveries or despatch movements as a result of the proposals.

International House will primarily be used for office-based functions. Servicing requirements will be similar to the existing/previous use and will use the existing servicing arrangements, which function satisfactorily and are considered acceptable.

The layout and function of the two sites is designed to ensure there is no need for regular vehicle movements between the two sites. It is acknowledged that there may occasionally be the need for large vehicle movements between the two sites for specific purposes. These will be managed and will be restricted to being undertaken outside of peak hours, to ensure that the manoeuvre can be undertaken in one movement.

**Accessibility:****Public Transport - Buses:**

The closest bus stops are located on Penistone Road within 50m of the site, these stops are served by services D1, D2 and D3 providing a combined service frequency, Monday to Saturday, of 3 buses per hour between Huddersfield and Denby Dale, with an hourly service in the evenings and on Sundays. In terms of accessibility the site is considered to offer employees a realistic opportunity to undertake journeys by public transport.

**Traffic Impact/Network Assessment:**

Classified traffic count and queue length surveys were undertaken at the existing accesses into both the Rowley Mills and International House sites, during the weekday peak hour periods which identified the morning and evening peak hour periods for the junctions to be 0730 to 0830 hours and 1630 to 1730 hours, respectively.

The Transport Assessment includes two assessment scenarios one using a traditional TRICS trip-rate based methodology and one using a first principles assessment based on Reliance Precision's existing operations. Given that the proposed end user is Reliance Precision it is considered that the first principles approach offers the most realistic and appropriate assessment. Review of the assessments has identified a number of errors and anomalies relating to the transposition of data, development areas, and staff numbers. Notwithstanding, following independent assessment, HDM do not disagree with the conclusion of the assessment that additional traffic generated by the proposals will not have a material impact on the operation of Penistone Road or the surrounding local highway network.

**Junction Assessment:**

The proposals include improvements to the Rowley Mills access and the introduction of a pedestrian island, which reduces the length of the northbound right turn lane in to the Rowley Mills site. To determine if the proposals will have an impact on the operation of the access arrangements an assessment of the accesses into both sites has been undertaken.

To ensure a robust assessment the assessment has been based on a future assessment year of 2034, when it is anticipated that the full impact of the development proposals and staff increase will have been realised, with TEMPro growth factors applied to the baseline 2024 traffic flows from 2024 to 2034.

Development traffic being assigned using existing turning proportions. The junctions have been assessed using industry standard PICADY software. Assessment confirms that in the future design year of 2034, with the full impact of the proposals implemented both junctions operate comfortably within their practical capacity in the morning and evening peak periods, and that vehicles queuing in the right turn lane will not impact on the operation of the proposed pedestrian crossing.

**Road Safety:**

A review of Personal Injury Collisions (PICs) in the vicinity of the site accesses show that there have been four slight PICs since 2008, the most recent of which occurred in 2018 and involved a car travelling along Penistone Road colliding with a car turning left into the site. Given the nature, speed and volume of traffic using Penistone Road the frequency and severity of incidents is low and there is considered to be no inherent safety trends or concerns associated with the accesses.

**Conclusion:**

Parking and are servicing arrangements are considered acceptable and appropriate for the scale of development proposed. Subject to addressing minor access issues, as detailed in the main body of the report, undertaking a Stage 1 RSA and providing a Designer's Response, which satisfactorily addresses any issues raised, it is considered that traffic generated by the proposals will have no material impact on the safe operation of the site accesses or local highway network, and HDM have no objection to the proposals.

**Planning Conditions/Section 106:**

To be advised